

Shipping

STEAMERS.

FOR KOBE.
(Calling at AMOY).
THE Company's Steamship

"HIGO MARU,"
Captain James Jones, will be despatched for the
above Port, TO-MORROW, the 6th instant, at
Daylight.
For Freight or Passage, apply to
GEO. R. STEVENS,
Agent.

Hongkong, 5th July, 1892. 1653

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"FLINTSHIRE,"
Dwyer, Commander, will be despatched for the
above Port on or about THURSDAY, the 11th

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 17th June, 1892. [436]

THE SCOTTISH ORIENTAL STEAMSHIP

COMPANY, LIMITED.
FOR SWATOW AND BANGKOK.
THE Company's Steamer
"MONGKUT."
Captain H. Deans, will be despatched for the
above Ports, on FRIDAY, the 8th instant, at

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 4th July, 1892. [697]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.
VIA INLAND SEA.
THE Steamship

Hotels

Hotels:
BEAK HOTEL

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is Now OPEN and will be run in conjunction with their HOTEL, in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated, and Refurnished.
A New and Handsome BAR has been opened on the Basement, while a new BAR and BILLIARD-ROOM have been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.
For full Particulars as to Rates, &c., apply to
"VICTORIA HOTEL."
DORABJEE & HING-KEE,
Leases.
Hongkong, 9th May, 1892. [450]

BAY VIEW HOTEL.
MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" comprises the best location, the most

view occupies the best situation on the Shan-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

THE SHAMBEEN HOTEL.
BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished and the modern Dining Room, sitting

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

A WELL APPOINTED BILLIARD-ROOM.
A. F. DO ROZARIO,
Manager.
Hongkong, 1st September. 1867. [1182]

G. FALCONER & CO.,
WATCH and CHRONOMETER MANU-FACTURERS and JEWELLERS.

**NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.**
No. 28, Queen's Road Central. (632)

NOTICE

**JAYE'S SANITARY COMPOUNDS
COMPANY, LIMITED.
JAYE'S WOOD PRESERVER OR**

ANTISEPTIC PAINT.
THE Undersigned have this day been appointed **SOLE AGENTS** for the sale of these **PERFECT DISINFECTANTS**, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.
S^r ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board.

London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hampstead, each June 1883.

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1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

fog, mist, & falling snow, go at a moderate speed," and therefore when it comes to be proved she did go to knots, there cannot be any doubt that she was in blame. With regard to the other point, the judgment in the case of the *City of Antwerp* (a *Privy Council Appeal*, page 34). In this case it will be seen it would be impossible for me to find what the *Privy Council* there said must be found—first, that the thing omitted to be done was clearly within the power of the steamer in doing; secondly, that I have done it with all probability, have prevented a collision. With regard to the first it is true; with regard to the second I have my doubts. I cannot say that in all probability it would have prevented a collision; and thirdly, that it was an act "which would have occurred to any officer of competent skill and experience" in any steamer. I think it is manifest that it is not an act "which would have occurred to any officer of competent skill and experience." On the contrary it was an act which most competent men would have avoided doing, and which, even though out of the case, have been so impressed with the fairness and frankness and kindness of Captain Crow, that it is with the greatest pain I have to decide it in the way I do—I am bound to decide that the *Fushun* was entirely to blame for this collision. I shall of course make this award in writing under the terms of the arbitration deed, and then will follow the usual reference.

THE TRANSIT PASS SYSTEM IN CHUNGKING.

The Chungking correspondent of the *Shanghai Mercury* writes on this vexed question under date June 4th as follows:—

I have on several occasions mentioned the actions of the officials of this province regarding the Transit Pass system and the collecting of Lektin on foreign goods, and there still remains much to be said on the subject. Recent developments show pretty conclusively that the actions of the local officials are and have been in accordance with instructions received from the Viceroy, who in this province is about as much an absolute monarch as the *Czar of Russia*. In his own dominions. The Transit Pass system is practically non-existent in this province; goods have been sent away from here, which have been detained at the Lektin barriers and forced to pay Lektin when they had paid the same at the barriers. The merchants have been allowed to pass the barrier but on arrival at their destination forced to pay Lektin where there never was any Lektin collected before, and by the district magistrate who ordinarily has nothing to do with such matters. Not only were the goods compelled to pay this illegal tax, but the man in charge of them was imprisoned and fined for no other reason than availing himself of the rights granted the goods by treaty, regarding which the Viceroy had said at the barrier at Ho Chow declared that he knew nothing about the Transit Pass and would not recognise it, unless ordered to do so by the Viceroy, and this it is very clear the Viceroy did not do. It is perfectly well known that no petty official will refuse to recognise any Treaty regulation unless he is certain of the approval of his superiors. If he did so it is quite certain that he would lose his situation. I learn from what I consider a thoroughly reliable source that the Viceroy has circulated private instructions to the effect that all goods going into the interior under Transit Pass must pay a Lektin of three per cent, on arriving at their destination. It matters not whether there is any Lektin collected in the district or not; goods arriving under Transit Pass must pay this tax of three per cent, which is more than the half duty and is also more than the full amount a Lektin Pass would be if there was no Transit Pass taken out. It is therefore plain enough that if the Viceroy wishes to use the Transit Pass it will cost him a little more than double what it would to pay Lektin *en route*, in which case there would be no Lektin to pay on arrival except in a very few places; the said Lektin would not exist unless as above stated, when the goods have arrived under Transit Pass. One of the foreign houses here was making arrangements to send another small consignment of cotton yarn away under Transit Pass, when the Magistrate here heard of it and sent for the manager and told him in a friendly way that it was only a waste of time and money to attempt anything of the sort, as the goods would be allowed to pass the barriers, but that when they arrived at their destination and passed into the hands of the native merchants the Lektin would be collected on them, and in that case it would be a matter in which the foreigner could not interfere. This is a purely Chinese argument and has not a particle of reason or justice in it, as everyone knows that it is not the native who pays the Lektin, but the value of the goods is increased just so much and the consumer is the one who pays it in reality. As to the legality of the Viceroy's actions it is not necessary to discuss as the treaties are clear enough and he is perfectly well aware that he is acting illegally, and he also knows quite well that in matters concerning foreigners or foreign trade the Peking Government will not trouble itself much about what he does, so long as he gives a plausible explanation of his actions; and he also knows that there is not the remotest possibility of strict investigation of his doings. It is reported here that he has petitioned the Emperor setting forth that he has to supply large sums of money to help to pay the expenses of the Provinces of Kansu and Yunnan, and it is only by rigidly collecting the Lektin that he can raise this money. The Chinese officials ignore the fact that the half duty belongs to the Emperor and is levied instead of the Lektin, who pay the Lektin, and he is bound to meet the demands of the provinces this half duty would be available for local use, but such an arrangement would not suit the provincial officials, for in that case the board at Peking would know the exact amount of money they got and how they accounted for the expenditure. What Lektin is collected no one knows anything about, as there is not the slightest check on the Viceroy. He can report as much or as little as he sees fit, and there is no one to check him, and he is a censor who denounces him. Even then it seldom amounts to anything serious. None of his subordinate dare lodge a complaint against him. Should his affairs be in a very bad state and an Imperial commissioner sent to investigate his doings he has only to pay liberally for a favourable or negative report, and he may be found to have done something not in strict accordance with the regular routine, and he is accordingly handed over to the board for a punishment, which seldom amounts to much beyond making him disgorge some of his illegally gotten gains. It is astonishing that the foreign Ministers and their governments put up with such gross violations of the treaties. But there is little hope of any redress or improvement in the present state of affairs while the ministers at Peking are apparently neglecting everything else but vying with each other in trying to obtain large contracts to supply bridges, railway materials and munitions of war. It would seem that if the trade with China is worth having, manufacturers should send their own experts out to investigate matters for themselves, and study the requirements of the trade, and not depend upon ministers and consuls to do it for them. Ministers have quite enough to do to attend to their diplomatic without degrading themselves in the eyes of the Chinese officials by soliciting orders for merchandise.

ANOTHER SHOCKING SUICIDE.

The second officer of the German steamship *Zachang*, which was advertised to sail for Delat via Swatow to-day, shot himself with a revolver on board his ship at 3 o'clock this afternoon. The cause of the rash act is not yet known. The body has been removed to the Mortuary pending an inquest.

THE TEMOAH GOLD MINE.

From a conversation the other day with a gentleman recently arrived from Mr. Norman's concession we (the *Star*) gather the nature of the dispute which has long been going on in the district between the Chinese and the concessionaire. The Temoh concession may be compared to that of Bangkang, in that the natives have long worked the gold found there. It has another grim resemblance to Bangkang inasmuch as the district is peopled in the extreme, fatal alike to natives and Europeans. It was asserted at one time that the district was the most salubrious in the Peninsula, and that Europeans might continue to operate there without dread of malarial fever. Such a prophecy has been proven entirely untrue. The manager, Mr. Hodge, is laid up in Singapore with a severe attack of fever, and the doctor engaged by the company was so helpless from a similar attack that he was unable to proceed to Singapore. Our informant says that the place is equally dangerous to the natives, and of the 300 coolies engaged few are left at the mines.

For some time past there has been considerable trouble with the Chinese in the vicinity of the mine. So serious had the situation become that the Director at Singapore wrote to the Chinese Government on the subject; with the result that H. H. Chow Sye was despatched to the scene of the dispute with full powers to arrange with the Chinese for a complete evacuation of Mr. Norman's concession, some forty square miles in extent. On arriving there Chow Sye explained to the natives the wishes of the Chinese Government, and that they must remove their work elsewhere. This was all very well, and would no doubt have made an end of the matter had not Mr. Hodge previously promised to give the native workers some little compensation for the trouble of moving their houses elsewhere. This action of the manager seems to have given a certain number of the Chinese gold diggers the idea that their claim is good, and though the majority of the native workers have joined the coolies of the company, there is still a recalcitrant minority who may cause much more trouble.

Further, it appears that Mr. Hodge has caused some little offence to the Singapore Director, who considers that the Chinese had no claim whatever to compensation, and that the manager exceeded his powers in giving such. It is contended, and with reason we think, that as the concession was granted by the Government it was the bounden duty of that Government to remove the Chinese workers, and protect the staff and coolies of the company. However, the staff and coolies are dissatisfied with the Director's action, and many of the employees will not tend to jeopardise the success of the venture. Mr. Hodge, we understand, has had great experience both in Polynesia and China, and from his report and previous success we should say that he was a very valuable acquisition to any company that is anxious for success. Good managing engineers are scarce at the present moment in the Far East, and it would be a pity if any petty difference of views cost the Company the services of an experienced and successful man.

We have heard much of the sufferings of the natives of Temoh, and we have been disappointed in the results of the working and management of most of the ventures started in the country. This may be as much from incompetence as on account of other difficulties; but we would wish to see every mining enterprise in Temoh given a fair field for proving its worth, and by being worked on a sound commercial footing remove the stigma which has been attached to mining enterprises in the Land of the White Elephant.

NOTES FROM CHINESE PAPERS.

It is reported that some enterprising persons are starting a company to develop the mines in Kiyen, where it is said coal and other minerals are to be found in abundance.

The manager of the Nanking Powder Mill has taken pity upon the family of the man who was killed in the recent explosion, and has given the afflicted couple a handsome sum of money.

H.E. Lung, Admiral of the Taifu fleet, arrived in Shanghai on the 24th June, to await the advent of the new Kiangsu Governor, who is shortly expected to arrive from the North.

It is said that the large railroad bridge at Lanchow, which has over thirty arches, will be completed next year. The official superintendent of the work is using every effort to render the structure strong and permanent. For the present a temporary bridge will be put up so that the traffic may be carried on.

To protect the telegraph lines from sustaining damage from the hands of mischievous people, the magistrate of Kiu-kiang has issued a proclamation forbidding persons to throw stones at the wires or to make use of the poles by climbing them, and to cut down the wires. Any infraction of this injunction will be visited by severe punishment.

The tea business at Hankow has been very discouraging this year, and merchants dealing in this article have all suffered losses. It is said that formerly down or more large steamers called at that port for tea, but there have only been 5 or 6 this season that were loaded with this cargo. The falling off of this trade is attributed to the strong competition of Ceylon tea.

An epidemic is raging in the regions round about Ichang. In order to propitiate the gods who sent the calamity, tall scaffolding illuminated by lanterns have been erected by the people, on which priests are stationed to chant and offer up prayers to the deities. The other day the services of guards were called into requisition, and they were instructed to mount the city walls and fire off their muskets to drive the evil influence away. Through carelessness one of the soldiers was badly scorched, a spark from the gun having reached his sleeve and ignited some powder placed there; the man is in a precarious condition.

SIAM NOTES.

Bangkok, 27th June, 1892.
Phra Dittak, lately Siamese *Chargé d'Affaires* in London, leaves the British capital next month on route to Bangkok.

Colonel Boyd the American Minister has made decided improvement during the past week. Though he is far from being out of danger there is every hope held out that he will soon be able to leave for America.

In realising the estate of the late Kim Ching, Siamese Consul in Singapore, the steamers *Singapore* and *Siam* are to come under the hammer. The former will be sold on the 30th instant and the latter on the 30th July. The *Siam* is quite a new steamer.

The *Devanagiri* made the shortest passage on record between Swatow and Hongkong. Captain Leff expected that his steamer was wanted here to get down here, and back to Hongkong before July. The run from Swatow to Bangkok was accomplished in the short space of five days, or two days under the usual time.

A rumour has reached us to the effect that H. S. M. Minister (or Deputy Minister) of Finance lately received from one of his royal half-brothers a letter, which was sealed with the sender's big toe. We ardently hope that this rumour is without foundation, but if it is true then the offence ought not to go unpunished. We admit the difficulty which exists in punishing a person of such exalted rank as the alleged offender; and we humbly suggest a means which would unite justice and mercy. If the offence fully proved, let the offender receive promotion with the rank and title of Krom Mun Hinoe Ma Teen with a coat of arms as follows: on a field or a big toe Gules. Motto: "Being basest, meanest, vilest, still goeth foremost."

A considerable amount of politeness, for the wellbeing of a Mr. Jurgens late of the Royal Railway Department was exhibited during the week by several business men in Bangkok who had been what is vulgarly known as "let in" by the wily railway engineer. Mr. Jurgens had made large loans on the stores of Bangkok both for the inner and outer mail, plus an interesting family; and seemed far from eager to do justice to his long-suffering creditors. These latter were further exasperated by the fact that three months salary had been paid this week. Mr. Jurgens was in the habit of not paying his creditors in full, but in lieu of notice and the injured creditors took measure to compel the unconscionable creditor to pay up. Jurgens, however, was too quick for them, and though a warrant was made out for his detention he contrived to elude those interested in his movements and taking a steam launch in the middle of the night he made a long farewell to Bangkok. He went over to Koh-si-chang, a neighbouring island watering place, and having the day previous taken a ticket at Messrs. Windsor and Co. was enabled to get away on one of the steamers lying in Koh-si-chang harbour.

Many persons have been surprised that Captain Buttmann should lend one of his launches to a man against whom judgment had been pronounced a few days before, for the major portion of his debts. But it appears that Captain Buttmann was deceived. On the pretext that his charming wife had missed the *Heate*, Mr. O. Jurgens induced the Manager of the New Follia Company to take him to Koh-si-chang, where he was enabled to get away on the 1st of June, once in Koh-si-chang, he remained there, till he left by the *Heate*.

A shocking case of cruelty to the child of a slave was reported the other day. A Siamese lady, or rather fiend, was annoyed by hearing the cries of the child of her slave-cook, and as the mother was busy cooking and unable to attend to it, the inhuman monster seized the poor child, and held its head in the smoke of the fire. The torture of being suffocated in smoke caused the child to struggle for life, and this so irritated the unfeeling woman that in a fit of rage she threw the child into the fire. The mother hearing the cries of her child rushed to its rescue. The fearful burns caused its death a few days afterwards. The wretched mistress has been arrested, and is expected to lose her head. About the same time another case of cruelty to a slave-woman was reported. It seems that her mistress had been annoyed by the poor wretch's illness, which disabled her from her ordinary duties. Her mistress attacked her, and beat the poor woman most unmercifully, her shrieks of agony being most heartrending. They are told by a eye-witness that her treatment was most inhuman, and that a Bangkok poem was called upon to interfere, but refused on the plea that it was none of his business, and that the mistress could do as she wished with her slave. And yet we are constantly told that the treatment of debt-slaves in Siam is humane in the extreme. Slavery, under whatever form it is direct, is a crime, and as long as it exists there will ever be hidden cases of inhumanity by savage and brutal owners.—*Free Press*.

NEWCHWANG.

(FROM OUR OWN CORRESPONDENT.)

33rd June, 1892.
Natives on the *put 2000* as to where the future Station will be, and as to the plots of land have been put on one, which, however, could hardly become a very profitable one, as the government would simply take whatever land is required, and owners may be glad if they get back the cost. As for any acquisition made by foreigners, unless the demands be very reasonable it is not likely the terminus will be put exactly to suit the proprietors, even if there can be said to be within their rights away from the foreign or rather the British Settlement or Concession. By the way, when the Chinese station now, or at any rate the larger part of it which was known as the "U occupied portion" Echo answers, "in the river."

From Kirin we hear that brigandage is not by any means extinct. The mountainous district to the North-east is much favoured by the Robin Hood class, who are not particular in their attacks, for government convoys, if not protected by soldiers, are not safe. A little while since we got from Kirin some news of a large band of robbers and thieves on the way to the frontier, and to be given up to the demands of the mountains, where supply of ammunition had run short. The leader of a formidable band is named "Kuan Leo Tao" (The Old Ruler of the Road, or Highwayman), which I presume is his *nom de guerre*. He has at least 300 followers, and has defied the Government for ten years. When last pressed, he retired to the wilds where the soldiers dare not follow. So long Mr. "Kuan Leo Tao" ruled the road on the roads, brigandage will flourish, and yet many of his band have been executed this year; report says at least 250 at Kirin, these being replaced by others immediately. Truly there must be a charm in a life of brigandage. Perhaps the continual injustice of the mandarins creates the feeling of rebellion against them.

Bishop Corfe has left us for a short time and we sincerely trust he will come back, and that he will be quite well again for a much longer time. His curate, Mr. Pownall, has arrived. The weather is not too hot yet—58° 65° min. and 75° 85° max. Business is slow, as financially people are distrustfully inclined. Then the anticipated three-cornered throat-cutting in freight will not benefit anyone, not even the Chinese, some of whom are to fact greatly sufferers already, for the imports unloaded on which Tin, 5 per ton weight has been the mainstay for the past few months. Goods imported at Tin, 5 per ton weight, must be some great principle at stake to make any one of the three contracting parties cause such trouble and loss to innocent customers, who are not likely to believe in any future arrangement. We have had rain, but not too much, so the country looks fresh and green. Produce is dear, and it is said that the godowns are full in the south.—*N. C. Daily News*.

SHANSI NOTES.

(FROM OUR OWN CORRESPONDENT.)

May 26th, 1892.

The rioting in the south of the province appears to have been suppressed. It is said that the telegraph poles were destroyed because they were supposed to belong to foreigners and because it was believed by the mob that the presence of these poles spoiled the *Shing-shui*. No harm was done to any foreigner. The Governor acted promptly in the matter, but intelligent Chinese say the Government ought to have issued a proclamation at the time the telegraph wire was erected, informing the people that it was Government property.

The state of the *Shing-shui* is occasioning a good deal of discussion among the people just now, owing to the fact that almost no rain falls. The presence of the hated foreigners is believed to have something to do with the unpropitious omens, the rain dragon being thus kept from performing his functions.

There is no doubt a good deal of ill-feeling towards foreigners among all classes of Chinese in the province; but that is not to be wondered at, seeing that here in the interior they have almost no means of ascertaining the facts. It should be mentioned, too, that many of the Chinese are friendly and generous towards their foreign "guests," and it is pleasant to be able to add that the Taihu magistrate, after his official visit last fall, reported to head-quarters that the mission there had now been established eight years and had done "nothing but good."

Probably a large majority of the missionaries in China will approve of the official advice to the Board published in the *North China Herald* of April 8th. In the present disturbed state of public feeling it is difficult to see too much of the Chinese. It is difficult to offend the prejudices of the Chinese. We must not be well to require all new missionaries to spend at least one full year at one of the ports or else at one of the older inland stations? To travel around after only a couple of months' study of the language, and with almost no knowledge of the manners and customs of the people, is not only to endanger one's own life but may lead at any time to a general uprising against all foreigners. Is it advisable to display such without knowledge? Would it not be better to be able to say, "I am a missionary, and I am a certain people," "being crafty, I caught you with guile?"

The enterprising shopman who last year introduced *Shing-shui* has gone a step farther and now offers his customers five cheap bicycles for their accommodation. He informs me that his townsmen do not take so kindly to the latter as they did to the "rickshaws."

Last night there was a refreshing rain.—*N. C. Daily News*.

NANKING.

(FROM OUR CORRESPONDENT.)

NANKING, June 26th, 1892.

We are beginning to have hot weather now, and a punk is a real pleasure in the sultry evening. I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil.—D. P. KENNA, F.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—(Advt.)

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following:—I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil.—D. P. KENNA, F.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—(Advt.)

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Commercial.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—91 per cent. prem., sales and buyers.
 The National Bank of China, Ltd.—on 500,000 paid up—90 per cent. div., sales and buyers.
 The National Bank of China, Ltd.—Founders' shares, \$220 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$6 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$24 per share, sellers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, buyers.
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1885 E—14 per cent. premium.
 Union Insurance Society of Canton—\$89 per share, sellers.
 China Traders' Insurance Company—\$60 per share, sales and buyers.
 North China Insurance—Tls. 235 per share, sellers.
 Canton Insurance Company, Limited—\$99 per share, sellers.
 Yangtze Insurance Association—\$102, buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$270 per share, sellers.
 China Fire Insurance Company—\$24 per share, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$28 per share, sellers.
 China and Manila Steam Ship Company—25 per share, sellers.
 Indo-China Steam Navigation Company, Limited—35 per cent. discount, buyers.
 Douglas Steamship Company—\$37 per share, buyers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$81 per cent. premium, buyers.
 Geo. Fenwick & Co., Limited—\$148 per share, sellers.
 Hongkong Hotel Company—\$23 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Austin Arms Hotel and Building Company, Limited—\$6 per share, sellers.
 The Shamrock Hotel Co., Limited—\$8 per share, sellers.
 Punjani and Sungle Dua Samantani Mining Co.—\$5 cents per share, sellers.
 The Raab Gold Mining Co., Limited—45 cents per share, sellers.
 New Auriferous Mining Co., Limited—\$1.70 per share, buyers.
 The Balmoral Gold Mining Co., Limited—nominal.
 Tongkin Coal Mining Co.—\$175 per share, buyers.
 The Jubilee Mining and Trading Co., Limited—\$5 per share, buyers.
 The Selama Tin Mining Co., Limited—10 cents per share, buyers.
 London and Pacific Petroleum Co., Ltd.—£2 2s.
 China Sugar Refining Company, Limited—\$120 per share, sellers.
 Luen Sugar Refining Company, Limited—\$39 per share, sellers.
 A. S. Watson & Co., Limited—\$153 per share, sellers.
 Cruickshank & Co., Limited—\$12 per share, sales and buyers.
 Hongkong Dairy Farm Co., Limited—\$48 per share, buyers.
 The Kowloon Land Investment Co., Limited—\$7 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$54 per share, sales and buyers.
 The West Point Buildings Co., Limited—\$30 per share, sellers.
 H. G. Brown & Co., Limited—\$33 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$48 per share, sales and buyers.
 Hongkong Rope Manufacturing Company, Limited—\$95 per share, buyers.
 Hongkong Gas Company—\$102 per share, sales.
 Hongkong Ice Company—\$69 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.
 The Green Island Cement Co.—\$6 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$3 per share, sales and buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

EXCHANGE.
 On London—Bank T. T. 2/10 1/2
 Bank Bills, on demand 2/10 1/2
 Bank Bills, at 4 months' sight 2/10 1/2
 Credits at 4 months' sight 2/11 1/2
 Documentary Bills, at 4 months' sight 2/11 1/2
 On Paris—
 Bank Bills, on demand 3/6 1/2
 Credits at 4 months' sight 3/7 0
 On India—
 T. T. 22 1/2
 On Demand 22 1/2
 On Shanghai—
 Bank T. T. 7 1/2
 Private, 30 days' sight 7 3/4

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. & Mrs. A. Ames
 Mr. I. Beauvais
 Mr. Thos. Blaney
 Mr. Paul Boell
 Mr. S. Brown
 Miss Burwell
 Mr. A. Butler
 Mr. S. N. Cohen
 Mr. & Mrs. W. Docker
 Miss Docker
 Mr. A. Ehlinger
 Surgeon-Major & Mrs. Capt. W. S. Wyles
 G. C. Hall
 Mr. M. M. Kahn
 Rev. J. M. Morton, D.D.
 Dr. and Mrs. Robbins
 Mr. F. E. Shean
 Mr. J. M. Spect
 Mr. W. S. Splan
 Mr. W. Tarn
 Capt. Tillet
 Mr. E. O. Tottle
 Mr. P. B. S. Vincent
 Lieut.-Col. Wilbraham
 Mr. Stephen
 Captain Stewart
 Mr. Geo. L. Tomlin
 Mr. T. P. Tooker
 Dr. Fyfe

LIST OF VISITORS AT PEAK HOTEL.

Mr. F. Bodeley
 Mr. Chaudet
 Mr. Harland
 Mr. Thomas Howard
 Mr. Morton Jones
 Mr. and Mrs. E. S. Mr. Wm. Smith
 Joseph
 Mr. V. Klotz
 Mr. E. W. Malland
 Mr. F. Mathison
 Captain Moore
 Mr. and Mrs. Perkins
 Mr. Plummer
 Mr. G. H. Potts
 Mrs. Rogers & children
 Mr. A. Findlay Smith
 and family
 Mr. and Mrs. E. S. Mr. Wm. Smith
 Joseph
 Mr. V. Klotz
 Mr. E. W. Malland
 Mr. F. Mathison
 Captain Moore
 Mr. and Mrs. Perkins

CHINA COAST METEOROLOGICAL REGISTER.

4th July, 1892.—At 4 p.m.

STATION.	Wind.	Force.	Direction.	Bar.	Therm.	Humid.	Clouds.	Sea.
Wanchow	W	1	W	30.0	81	85	100	1
Tientsin	W	1	W	30.0	81	85	100	1
Shanghai	W	1	W	30.0	81	85	100	1
Yokohama	W	1	W	30.0	81	85	100	1
Kobe	W	1	W	30.0	81	85	100	1
Manila	W	1	W	30.0	81	85	100	1
Cebu	W	1	W	30.0	81	85	100	1
Amoy	W	1	W	30.0	81	85	100	1
Swatow	W	1	W	30.0	81	85	100	1
Hankow	W	1	W	30.0	81	85	100	1
Peking	W	1	W	30.0	81	85	100	1
Harbin	W	1	W	30.0	81	85	100	1
Qingdao	W	1	W	30.0	81	85	100	1
Wien	W	1	W	30.0	81	85	100	1
Vienna	W	1	W	30.0	81	85	100	1
Berlin	W	1	W	30.0	81	85	100	1
Paris	W	1	W	30.0	81	85	100	1
London	W	1	W	30.0	81	85	100	1
Amsterdam	W	1	W	30.0	81	85	100	1
Brussels	W	1	W	30.0	81	85	100	1
Lyon	W	1	W	30.0	81	85	100	1
Marseilles	W	1	W	30.0	81	85	100	1
Nice	W	1	W	30.0	81	85	100	1
Genoa	W	1	W	30.0	81	85	100	1
Trieste	W	1	W	30.0	81	85	100	1
Venice	W	1	W	30.0	81	85	100	1
Rome	W	1	W	30.0	81	85	100	1
Naples	W	1	W	30.0	81	85	100	1
Milan	W	1	W	30.0	81	85	100	1
Turin	W	1	W	30.0	81	85	100	1
Genoa	W	1	W	30.0	81	85	100	1
Trieste	W	1	W	30.0	81	85	100	1
Venice	W	1	W	30.0	81	85	100	1
Rome	W	1	W	30.0	81	85	100	1
Naples	W	1	W	30.0	81	85	100	1
Milan	W	1	W	30.0	81	85	100	1
Turin	W	1	W	30.0	81	85	100	1

5th July, 1892.—At 10 a.m.

STATION.	Wind.	Force.	Direction.	Bar.	Therm.	Humid.	Clouds.	Sea.
Wanchow	W	1	W	30.0	81	85	100	1
Tientsin	W	1	W	30.0	81	85	100	1
Shanghai	W	1	W	30.0	81	85	100	1
Yokohama	W	1	W	30.0	81	85	100	1
Kobe	W	1	W	30.0	81	85	100	1
Manila	W	1	W	30.0	81	85	100	1
Cebu	W	1	W	30.0	81	85	100	1
Amoy	W	1	W	30.0	81	85	100	1
Swatow	W	1	W	30.0	81	85	100	1
Hankow	W	1	W	30.0	81	85	100	1
Peking	W	1	W	30.0	81	85	100	1
Harbin	W	1	W	30.0	81	85	100	1
Qingdao	W	1	W	30.0	81	85	100	1
Wien	W	1	W	30.0	81	85	100	1
Vienna	W	1	W	30.0	81	85	100	1
Berlin	W	1	W	30.0	81	85	100	1
Paris	W	1	W	30.0	81	85	100	1
London	W	1	W	30.0	81	85	100	1
Amsterdam	W	1	W	30.0	81	85	100	1
Brussels	W	1	W	30.0	81	85	100	1
Lyon	W	1	W	30.0	81	85	100	1
Marseilles	W	1	W	30.0	81	85	100	1
Nice	W	1	W	30.0	81	85	100	1
Genoa	W	1	W	30.0	81	85	100	1
Trieste	W	1	W	30.0	81	85	100	1
Venice	W	1	W	30.0	81	85	100	1
Rome	W	1	W	30.0	81	85	100	1
Naples	W	1	W	30.0	81	85	100	1
Milan	W	1	W	30.0	81	85	100	1
Turin	W	1	W	30.0	81	85	100	1

Barometer. All day. Gradually slight for south-east winds. Weather—cloudy, rather warm and damp (faded at 10 a.m.).
Humidity. 85 per cent. in the shade. Force of wind according to Beaufort scale. 1—Force of the wind according to Beaufort scale. 2—State of the weather. 3—Direction of the wind. 4—Direction of the wind. 5—Direction of the wind. 6—Direction of the wind. 7—Direction of the wind. 8—Direction of the wind. 9—Direction of the wind. 10—Direction of the wind. 11—Direction of the wind. 12—Direction of the wind. 13—Direction of the wind. 14—Direction of the wind. 15—Direction of the wind. 16—Direction of the wind. 17—Direction of the wind. 18—Direction of the wind. 19—Direction of the wind. 20—Direction of the wind. 21—Direction of the wind. 22—Direction of the wind. 23—Direction of the wind. 24—Direction of the wind. 25—Direction of the wind. 26—Direction of the wind. 27—Direction of the wind. 28—Direction of the wind. 29—Direction of the wind. 30—Direction of the wind. 31—Direction of the wind. 32—Direction of the wind. 33—Direction of the wind. 34—Direction of the wind. 35—Direction of the wind. 36—Direction of the wind. 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